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CIS

MOTORCYCLE SAFETY FOUNDATION

CYCLE SAFETY INFO

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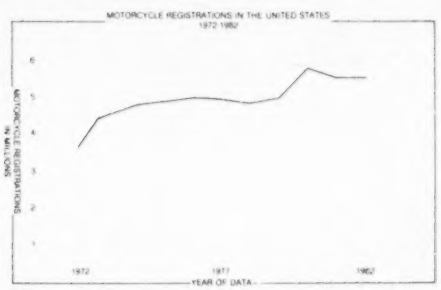
Motorcycle Statistics—1982

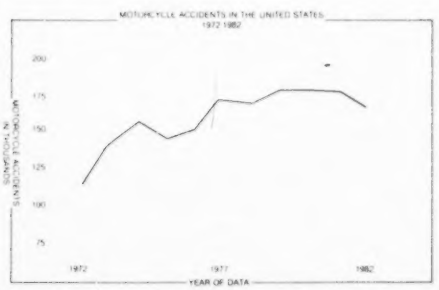
For the first time in nearly two decades there was a reduction in both motorcycle accidents and fatalities for two consecutive years, 1981 and 1982. Motorcycle accidents decreased by five percent and fatalities declined by six percent from 1981 to 1982, according to statistics collected by the Motorcycle Safety Foundation (MSF), in cooperation with the American Motorcyclist Association (AMA). Data are obtained directly from all 50 states and the District of Columbia; projections are made based on historical trends when actual figures are not available.

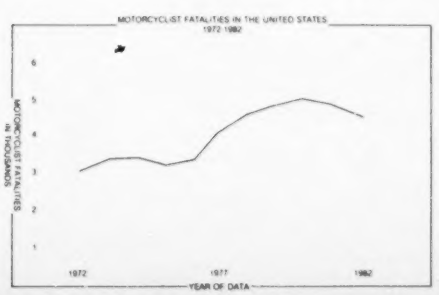
In 1982, there were 165,689 reported motorcycle accidents — 9,333 less than in 1981. This five percent decrease is significant, in light of the fact that motorcycle accidents have increased an average of 4,850 per year over the past decade.

In the decade prior to 1982, motorcycle fatalities increased by an average of 226 deaths per year; however, in 1982 there were 4,540 motorcycle fatalities — 304 **less** than in 1981. It is important to note that from 1980 to 1982, there was an eleven percent reduction in motorcycle fatalities.

The ratios of motorcycle accidents and motorcycle fatalities per 10,000 registered motorcycles both decreased five percent in 1982, and the ratio of motorcycle fatalities per 100 accidents declined one percent in 1982. Reductions in these three indicators have occurred for the past three years, with an aggregate decrease of five percent for accidents per 10,000 registrations, nine percent for fatalities per 10,000 registrations, and nearly five percent for fatalities per 100 accidents from 1980 to 1982.







Motorcycle registrations have increased by more than 50 percent since 1972. The number of registered motorcycles in the United States for 1982 was 5,578,859 — a drop of less than one percent from 1981.

ABOUT THE DATA

In making use of these data, keep in mind that some figures are MSF projections, since some states did not have accident figures available. Figures provided by the states may include both motorcycles and vehicles such as mopeds or motorized tricycles. The property damage threshold, which is the basis for reporting accidents to the police, also varies from state to state. Accidents with only minor property damage often are not recorded.

ACCIDENT REDUCTION MEASURES

The Motorcycle Safety Foundation, the American Motorcyclist Association and the National Highway Traffic Safety Administration support the concepts of motorcycle rider education and quality licensing programs as motorcycle accident countermeasures. All three organizations also recommend the use of helmets and other protective clothing to reduce injuries when an accident does occur.

Recently AMA initiated a new project aimed at educating motorcyclists to the risks of alcohol and drug use when operating a motorcycle. MSF is distributing these materials to state licensing examination stations and motorcycle rider education courses throughout the United States.

In 1982, over 64,000 persons throughout the U.S. successfully completed novice and experienced rider education courses meeting or exceeding MSF classroom, on-cycle and curriculum requirements. This marks a 34 percent increase in the number of persons trained over 1981, and a total of nearly 300,000 students trained in MSF motorcycle rider education courses since the program's inception in 1974.

States increasingly recognize the value of improved motorcycle licensing requirements in reducing motorcycle accidents. During 1982, 23 states adopted MSF-recommended knowledge and skills licensing tests, manuals or other materials. To date, MSF has provided technical assistance in licensing improvement to 42 states and the District of Columbia.

The Motorcycle Safety Foundation's purpose is improving the safety of motorcyclists on the nation's streets and highways. To reduce motorcycle accidents and injuries the Foundation has programs in rider education, licensing improvement, public information, and research. These programs are designed for both motorcyclists and motorists. A national, private, nonprofit organization, MSF is sponsored by four leading motorcycle manufacturers: Honda, Yamaha, Kawasaki and Suzuki.

The American Motorcyclist Association is a nonprofit service and activity organization whose purpose is to pursue, promote and protect the interests of motorcyclists. Through its government relations and communications department, the AMA prepares news releases, makes public appearances and educates America's legislators about the realities of motorcycling. The AMA also offers individual members a monthly magazine and the opportunity to participate in annual road and competition events.

1982 NATIONAL AND STATE MOTORCYCLE STATISTICS

	Registrations	Reported Accidents	Accidents Per 10,000 Registrations	Fatalities	Fatalities Per 10,000 Registrations	Fatalities Per 100 Accidents
National Data: 1972	3,649,059	117,120	320.95	3,006	8.23	2.56
1977	4,962,340	171,456	345.51	4,115	8.29	2.40
1982	5,578,859	165,689	296.99	4,540	8.13	2.74
State Data: 1982						
Alabama (1,6,15,20)	70,960	2,462	346.95	52	7.32	2.11
Alaska (2,11,15,20)	10,897*	352*	323.02	15*	13.76	4.26
Arizona (12,15,20)	84,776	3,807	449.06	88	10.38	2.31
Arkansas (2,10,15,20)	25,938	1,296	499.65	24	9.25	1.85
California (12,15,20)	645,000	22,658	351.28	681	10.55	3.00
Colorado (1,12,15,20)	119,079	3,196*	268.39	75	6.29	2.34
Connecticut (12,15,20)	79,932	3,614*	452.13	93	11.63	2.57
Delaware (10,15,20)	8,216	375	456.42	18	21.90	4.80
District of Columbia (1,4,13,15,20)	5,896	425	720.82	3	5.08	0.70
Florida (7,15,20)	221,571	12,651*	570.96	259	11.68	2.04
Georgia (1,2,10,15,20)	110,795*	3,639*	326.44	111	10.01	3.05
Hawaii (5,11,15,20)	11,317	508	448.88	13	11.48	2.55
Idaho (2,10,15,20)	53,302	870*	163.22	22	4.12	2.52
Illinois (1-5,10,15,20)	285,186	7,404	259.61	194	6.80	2.62
Indiana (1,9,15,20)	160,071	4,357	272.19	114	7.12	2.61
Iowa (1,10,15,20)	234,985	2,152	91.58	69	2.93	3.20
Kansas (1,11,15,20)	106,566	1,856	174.16	51	4.78	2.74
Kentucky (5,9,15,20)	60,958	1,737	284.95	50	8.20	2.87
Louisiana (1,13,15,20)	109,312	3,828	350.19	124	11.34	3.23
Maine (1,11,15,20)	38,872	1,160	298.41	30	7.71	2.58
Maryland (1-4,13,15,20)	78,829	3,159	400.74	78	9.89	2.46
Massachusetts (5,12,15,20)	108,410*	4,359*	402.08	55	5.07	1.26
Michigan (5,9,15,20)	230,794	5,939	257.32	119	5.15	2.00
Minnesota (5,12,15,20)	159,345	2,518	158.02	75	4.70	2.97
Mississippi (4,10,15,19)	29,068	621	213.63	42	14.44	6.76
Missouri (1-5,12,15,20)	117,787	2,508	212.92	69	5.85	2.75
Montana (2,10,15,20)	45,702	547	119.68	18	3.93	3.29
Nebraska (10,15,20)	47,887	1,214	253.51	27	5.63	2.22
Nevada (1,14,15,20)	21,940	1,056	481.31	23	10.48	2.17
New Hampshire (5,14,15,20)	49,196*	1,166*	237.01	21	4.26	1.80
New Jersey (1-5,10,16,20)	114,112*	4,779*	418.79	93*	8.15	1.94
New Mexico (7,15,20)	58,587	1,989	339.49	49	8.36	2.46
New York (3,12,18,20)	157,792	7,822	495.71	190	12.04	2.42
North Carolina (5,9,15,20)	110,000	2,691	244.63	85	7.72	3.15
North Dakota (12,15,20)	31,312	368	117.52	19	6.06	5.16
Ohio (8,15,20)	277,143	7,279	262.64	198	7.14	2.72
Oklahoma (4,11,15,20)	137,369*	2,093*	152.36	94*	6.84	4.49
Oregon (9,15,20)	90,261	1,354*	150.00	61	6.75	4.50
Pennsylvania (13,15,20)	227,752	5,358	235.25	170	7.46	3.17
Rhode Island (1,13,15,20)	22,895	607*	265.12	23	10.04	3.78
South Carolina (9,15,20)	35,028	2,019	576.39	65	18.55	3.21
South Dakota (2,12,15,20)	38,418	548	142.64	14	3.64	2.55
Tennessee (1,13,15,20)	83,269	2,986	358.59	86	10.32	2.88
Texas (1-4,10,15,20)	312,924*	12,102	386.73	423	13.51	3.49
Utah (12,15,20)	66,934*	1,384	206.77	31	4.63	2.24
Vermont (1,9,15,20)	21,812	485*	222.35	13	5.96	2.68
Virginia (14,15,20)	80,515	2,654	329.62	54	6.70	2.03
Washington (11,15,20)	131,667	3,376	256.40	109	8.27	3.22
West Virginia (1-5,10,15,20)	37,680	283	75.10	25	6.63	8.83
Wisconsin (1,12,15,20)	188,863	3,726	197.28	115	6.06	3.08
Wyoming (1,10,15,20)	21,937	352	160.45	10	4.55	2.84

*Estimates

Footnotes

Registrations:

1. Includes mopeds or motorized cycles
2. Includes mopeds and "similar vehicles"
3. Includes tricyles
4. Includes mopeds, tricyles and scooters
5. Other

Accidents—Damage Threshold:

6. $0-$25-$50 property damage threshold
7. $100 property damage threshold
8. $150 property damage threshold
9. $200 property damage threshold
10. $250 property damage threshold
11. $300 property damage threshold
12. $400-$500 property damage threshold
13. No property damage figure specified
14. Other

Accidents—Description:

15. Accident listed as "property damage, personal injury or fatality"
16. Accident listed as "any reported motorcycle accident"
17. Only records accidents investigated by State Highway Patrol
18. Other

Fatalities:

19. Number of fatal accidents in which a motorcycle was involved
20. Number of motorcyclists and passengers fatally injured in a motorcycle accident

This information was assembled by the MOTORCYCLE SAFETY FOUNDATION in cooperation with the AMERICAN MOTORCYCLIST ASSOCIATION.